

## CLAIMS

1. (Currently amended) A rail used as an anti-rotation guide for the valve train of an internal combustion engine comprising a rail [(8)] having accepting spaces [(10)] arranged in a row spaced apart at a distance from one another defined thereon for accepting inserted valve lifters, provided as roller tappets [(9)], each with two parallel anti rotator areas [(15)] in the form of planar flattened zones provided on an exterior casing of the tappets for preventing rotation of each of the roller tappets [(9)] around a central longitudinal axis thereof, the planar zones are supported on guide areas [(14)] of the rail [(8)] located inside of the corresponding spaces [(10)], and with the accepting spaces [(10)] of the rail [(8)] being associated with an insertion opening comprising a key hole [(11)], into which each of the respective roller tappets [(9)] are inserted in a longitudinal axis direction thereof, subsequently displaced axially parallel towards the guide rails of the rail [(8)] which serve as anti-rotation guides, and are subsequently shifted once more in the longitudinal axis direction, a protruding catch [(16)] is arranged in the rail [(8)] in an area of the space [(10)] and a radial groove [(17)] is arranged in the roller tappet [(9)] in an area of the anti-rotation guide area [(15)], which engages the catch [(16)] of the rail [(8)] during the axially parallel displacement of the roller tappets [(9)].
2. (Currently amended) A rail used as an anti-rotation guide according to claim 1, wherein a flush surface [(18)] for contacting the rail is adjacent to the roller tappet [(9)] at each of the two anti-rotation guide areas [(15)], with the two flush surfaces (18) extending at a common radial plane of the roller tappet [(9)].

3. (Currently amended) A rail used as an anti-rotation guide according to claim 1, wherein two positioning flaps [(13)] for contacting the anti-rotation guide areas [(15)] of the roller tappet [(9)] are formed on the rail [(8)] in an area of the key hole [(11)] associated with the accepting spaces [(10)].
4. (Currently amended) A rail used as an anti-rotation guide for the valve train of an internal combustion engine comprising circular cylindrical spaces [(20)] arranged in a row spaced apart at a distance from one another in the rail [(19)] for accepting inserted valve lifters provided as roller tappets [(22)], wherein a rectangular plate [(23)] is mounted on each of the roller tappets [(22)] around an outside thereof for preventing rotation thereof around a rotational longitudinal axis, with two parallel longitudinal sides of the plate [(23)] acting as anti-rotation guide areas [(25)] of the roller tappets [(22)] inserted into the space [(20)], which engage the rail [(19)] at guide surfaces [(26)].
5. (Currently amended) A rail used as an anti-rotation guide according to claim 4, wherein the circular cylindrical space [(20)] is arranged with a center point eccentrically in reference to a longitudinal central axis of the rail [(19)].
6. (Currently amended) A rail used as an anti-rotation guide according to claim 4, wherein a protruding flap [(21)] is formed on the rail [(19)], which form-fittingly engages a recess [(24)] of the plate [(23)] of the respective inserted roller tappet [(22)].
7. (Currently amended) An arrangement of roller tappets on a rail used as an anti-rotation guide for the valve train of an internal combustion engine, comprising accepting spaces [(30)] arranged in a row spaced apart at a distance from one another in the rail [(28)] for accepting inserted valve lifters provided as roller tappets [(29)], each of the roller tappets having one planar anti-rotation guide

area [(34)] in order to prevent rotation of the roller tappet around a central longitudinal axis thereof, the anti-rotation guide area is supported at a guide area [(37)] of the rail [(28)] located inside of a corresponding one of the accepting spaces [(30)], and the accepting spaces [(30)] having an associated insertion opening key hole [(31)], into which the respective roller tappet [(29)] is inserted in a direction of the longitudinal axis thereof, subsequently displaced parallel to the axis towards the accepting space [(30)], and then displaced again in an axial direction, the anti-rotation guide area [(34)] of the roller tappet [(29)] is formed by a bent sheet metal strip of a spring support [(33)], which is arranged at a back end of the roller tappet [(29)] facing away from the tappet roller.

8. (Currently amended) An arrangement according to claim 7, wherein the rail used as the anti-rotation guide [(28)] is provided with a U-shaped cross-section having a U-web [(35)] and two U-legs [(36)], with the guide area [(37)] for the roller tappet [(29)] being formed by one of the two U-legs [(36)].
9. (Currently amended) An arrangement according to claim 7, wherein the spaces [(30)] and the key holes [(31)] are arranged in an area of the recesses of the U-web [(35)] in the rail used as the anti-rotation guide [(28)].
10. (Currently amended) An arrangement according to claim 7, wherein inwardly bent flaps [(38)] are arranged on the rail [(28)] in an area of the accepting spaces [(30)] at the free ends of the U-legs [(36)], each of which prevents an axial insertion of the roller tappet [(29)] into the corresponding accepting spaces [(30)].